

MORNING APPEAL.

TUESDAY.....FEBRUARY 27, 1878

AGAIN THE "MORNING APPEAL" PRESENTS ITS RAILROAD BILL.

Now that it seems only too evident that the Woodburn Bill is not acceptable to the House of Assembly; now that the Gaston Bill sleeps the long sleep of asphyxiation at the hands of the Committee on Railroads; now, indeed, that railway legislation (regarding the local roads), has been brought to a standstill, we respectfully submit to the Legislature the following, which has already been laid before the legislative and newspaper-reading public. There yet remain seven working days (one less than it took to make the whole world), in which to pass this bill; and if it be acted upon with promptitude it may yet be passed:

An Act supplemental to, and amendatory of, an Act entitled "An Act to provide for the incorporation of railroad companies, and the management thereof, and other matters relating thereto," approved March 23, 1865, and amended February 21, 1869, February 9, 1871, and February 21, 1871, and whenever (if so be) at other times amended.

The people of the State of Nevada, represented in Senate and Assembly, do enact as follows:

Section 1. From and after the First day of April A. D. 1879, it shall be unlawful for any railroad company doing business in this State, and in any manner subject to the laws thereof, to demand, exact, charge or take, either directly or indirectly, on any article or articles of freight, whatsoever, or whithersoever or to whomsoever consigned, directed or addressed and placed upon their cars for transportation and delivery, in excess of 75 per cent. of the rates for such transportation and delivery charged, demanded, maintained, exacted or taken by such company during the period of time beginning September 1 and ending November 31, A. D. 1878; and it shall be unlawful for any railroad company as aforesaid, to refuse or neglect to receive any articles or articles of freight offered or presented to its agents, or to fail through delay or procrastination to transport and deliver the same with customary diligence and expedition to or toward the place of delivery of such article or articles of freight.

Sec. 2. Section 51 of "An Act to provide for the incorporation of railroad companies, and the management of the affairs thereof, and other matters related thereto," approved March 22, 1865, is hereby amended so as to read as follows: Section Fifty-one—It shall be unlawful for any railroad company doing business within this State to charge, exact, demand or take more than five cents per mile for each passenger moved, transported or carried on or over its road.

Sec. 3. All lines, parts, words and sentences in said section 51, save as amended in section 2 of this Act, are hereby repealed.

Sec. 4. For each and every violation, evasion or disregard of the provisions of this Act, the railway company so violating, evading or disregarding, shall, upon conviction in any competent court of this State, be fined in a sum not less than one thousand nor more than ten thousand dollars for each offense, and such fine or judgment of fine shall be deemed a judgment against any and all the property of such company; and all sheriffs, constables and other executive officers within whose bailiwick or township such judgment or fine shall be rendered or imposed, shall upon order of court proceed as in case of execution of judgment against a private individual or other litigant, and by like process to seize, levy upon and take in their possession the property of the said company and hold it subject to such procedure as may be necessary to the recovery of such fine or judgment of penalty.

Sec. 5. All Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.

Let this bill become a law and it will measurably relieve everybody and all classes, reducing all classes of freights 25 per cent. from the charges maintained during a specified period of last year.

THE WHITE PINE WAR.—Of the late war in White Pine, and its momentous results, the Ward *Reflector* of Feb. 22 says:

We have been looking over the White Pine Indian war claims appearing in Controller Hubbard's report, which totals up \$17,310.09—the cost of killing one Indian. Hubbard's command, Gallagher's command and Kelly's command figure most prominently, and had Col. Sabin's command from Pioche, which got away with the Indian, proved to be as cheeky in its demands, the cost of killing that Indian would have been doubled. The whole of Hubbard's command lodged one night for the sum of \$10, which was reasonable, but there was no end to their wants in other respects. Horse rent was excessively high in several instances, one man demanding and receiving \$150 for one animal for one week's service. C. A. V. Putnam should have expected those bills; in which case \$1,500 would have been sufficient to meet all demands.

PERISHED IN THE SNOW.—Says the *Silver State* of Tuesday:

William B. Hanover, an old resident of Owyhee county, left Fairview last Tuesday night for his home in Empire City. The night was dark and stormy, and he lost his way. Search was made for him on Wednesday without success, and last Thursday his lifeless body was found about half a mile above the Leonard mill, and within a few hundred yards of a residence. He was a native of Richmond, Maine, where he has a mother, sister and brother living.

KILLED BY THE CARS.—Says the *Silver State* of Tuesday:

A barber named Adam Burdell, who was beating his way west on freight train No. 6, which passed here this morning, fell between the cars at Palisade and was run over by the train. Both his legs were cut off, notwithstanding which the unfortunate man lived several hours after the accident. He had been working at Carlin, which place he left last night, and in endeavoring to steal a ride, lost his life.

THE COMMITTEE OF FOURTEEN AND THE WOODBURN BILL.

The *Silver State*, which paper has been dealing some effective blows in behalf of the people in this railway war, comments as follows upon the Committee of Fourteen and the Woodburn bill:

The Legislature some time since appointed a joint Committee of fourteen composed of one member from each county in the State, to consider all bills relating to railroads, and report a bill regulating fares and freights on the same. As soon as the Committee was organized the railroad agents went to work to capture it, and the course of the Committee indicates that they have succeeded in doing so. The Committee of Fourteen is almost as important and powerful a body as the Elko Grand Jury, which protested against the reduction of freights, and, as great bodies move slowly, the Committee devoted considerable time to deliberation. Honest men—there are some of that class, strange as it seems—in the Legislature began to think that the Committee had no intention of reporting any of the bills which had been referred to it, and moved that the Committee be requested to report forthwith. A motion of this kind made in the Assembly by Mr. Melarky of Humboldt was promptly voted down, but it had the effect of stirring up the Fourteen, who finally met last Saturday evening to take action on what is known as the "Woodburn bill," to regulate fares and freights on the Virginia and Truckee railroad. This bill had been carefully prepared after the officers of the road and citizens of Storey county had been heard on the question of fares and freights. Twelve of the "Gallant Fourteen" were present at the meeting, and, according to the Carson *Appeal*, one of them, Comins of White Pine, moved to report the bill back to the House with the recommendation that it do not pass. Boardman, of Washoe, moved to amend by recommending the passage of the bill. The motion to amend was lost, and the original motion was carried, all the members of the Committee voting for it except Boardman and Williams. Senator Thompson was a member of the Committee of Fourteen, and was present and voted against recommending the passage of the bill. He, of course, does not believe the merchants of this State when they say the freight charges are exorbitant and ask for relief from railroad extortion. The Legislature is not bound to abide by the report of the Committee, and defeat the bill, but unfortunately there are too many members who, on the flimsiest kind of a pretext, will vote against that or any other bill to reduce fares and freights, and the report of the Committee gives them a loop hole to crawl through. It is remarkable that men, who as candidates denounce monopolies and proclaim themselves the people's champions, should, as legislators, pay more attention to the whisperings of an agent of those monopolies than to the cries for relief of a whole community.

ASSEMBLYMAN LYONS'S BILL.

Herewith we present the bill introduced into the Assembly by Hon. Dan Lyons of Storey County:

An Act Relating to Railroads the Termini of Which are in the State of Nevada.

The people of the State of Nevada represented in Senate and Assembly do enact as follows: SECTION 1. No individual, company or corporation, owning or managing a railroad the termini of which are within the State of Nevada, shall charge a greater or higher rate for the transportation of passengers or freight between any points, places or localities within this State, than six (6) cents per mile for each passenger over the age of twelve years, with ordinary baggage, not exceeding one hundred pounds in weight, and for each passenger of the age of twelve years or under not exceeding three (3) cents per mile, and ten (10) cents per mile for each ton of freight of two thousand pounds.

Sec. 2. No individual, company or corporation, owning or managing a railroad the termini of which are within this State, shall charge, collect or receive for the transportation of passengers or freight of any description, a higher rate of toll or compensation than is charged, collected or received for the transportation in the same direction of any passenger or like quantity and class of freight over a greater distance of the same railroad; nor in any way discriminate in the rates upon freight between any person or corporation and another person or corporation, either by special rates or rebatement or repayment of charges.

Sec. 3. It shall be unlawful for any individual, company or corporation, owning or managing any railroad the termini of which are within this State, to refuse to receive, carry or deliver any lawful, proper or customary freight or passengers at any station, depot or side track now existing or which may hereafter be established on the line of such railroad.

Sec. 4. Any individual, company or corporation, owning, operating or managing any railroad the termini of which are in this State, or any agent of such individual, company or corporation, who shall violate or attempt to violate or evade any of the provisions of this Act shall be declared guilty of a misdemeanor, and upon conviction thereof shall pay a fine of two thousand (\$2,000) dollars, and in addition thereto there shall be a recovery of five hundred (\$500) dollars to be paid to the informant.

Sec. 5. All Acts or parts of Acts in conflict with the provisions of this Act are hereby repealed.

This is in all respects a fair bill and deserves the consideration of the Legislature. It is an abbreviation and modification of the Woodburn bill.

Washington, February 25.—The Greenbackers of the coming Congress have already formed a Congressional Committee, with Murch, of Maine, as Chairman. The Committee will immediately take steps to place Greenback National Labor party candidates in the field in all State and county elections throughout the country next fall. They will issue an address to the people within a day or two, in which they will arraign both the Democratic and the Republican parties as political organizations entirely controlled and managed in the interest of the money power of the land.

A SCENE IN THE UNITED STATES SENATE.

The following somewhat extraordinary night scene in the Senate is transmitted by telegraph:

At 2:45 A. M. a roll call on a motion for adjournment showed 7 yeas and 28 nays—less than a quorum. Shortly afterwards the Sergeant-at-Arms presented a report that Senators Davis, Morrill, Dawes and Anthony reported in person; Blaine promised immediate attendance; Conkling would give no assurance of attendance; McDonald and Patterson were at their lodgings sick; Bayard, Butler, Hamlin, Barnum and Chandler did not open their doors, and that other messengers had not reported.

Edmunds—That's what you call compelling attendance, is it?

Harris inquired if the Senate had not power under the Constitution and its own rules to compel the attendance of members.

The Presiding Officer—That is for the Senate to decide. The Sergeant-at-Arms has made his report.

Harris—But has he executed his order?

Cockrell—He is in process of executing it now.

Harris—Very well; if he needs more time I make no complaint.

Presiding Officer—The Sergeant-at-Arms desires to know if it is his duty to force an entrance if, in applying at the residence of a Senator, he is refused admittance?

Anthony (sarcastically)—I suggest that this is one of the few instances in which the use of the military has not been prohibited.

Anthony then inquired whether the Senator from Tennessee (Harris) would have the Sergeant-at-Arms intrude into the chambers of Senators and take them by force.

Harris replied that no Senator had a right to be absent from the transaction of public business. If he did so without leave the Senate had power under the Constitution and rules to compel attendance, and if this required the invasion of his residence the power should be exercised.

Eaton thought it was not proper to single out a Senator in this way. It would be better to make a general order to enforce the attendance of all Senators able to be here.

Harris agreed with Eaton and moved to amend Morgan's resolution accordingly.

Kernan expressed his belief that none of the Senators who had not yet arrived intended to defy the Constitution or this body.

Thurman—Such a thing as breaking in a door and dragging a Senator here would be inexpressibly disgraceful, and he shrunk with horror from the idea. Although he thus believed there was practically no power to enforce the rule in question, and although he did not believe the Senate would gain any time for the proper transaction of public business by continuing the present proceedings, he nevertheless felt that as the effort to obtain a quorum had been pushed thus far it should be completed.

Voorhees deprecated any further efforts to bring Senators to attend to their duties, and remarked he had never known a more contemptible farce.

HIS FIRST SHAVE.—The *Pioche Weekly Record* of Saturday last relates the story of a young bearding's first shave as follows:

While waiting our turn in a barber shop, the other day, we were witness of the operation of a "first shave" for a young man who had screwed his courage up to a barber's chair, and whose downy beard had just begun to overgrow his doubt. As he settled himself for a shave, the assumption of his indifference was very entertaining. He "peeled" for the operation, removing with much deliberation his coat, vest and collar. His head placed on the cushion rest, he closed his eyes—shutting out the quizzing glances of the barber and spectators. He silently bore the tortures of a dull razor selected for his special benefit, and as the barbarous barber mockingly put the query to him, "close shave, sir?" he uttered a feeble "yes," the farce went on to the amusement of all. We will not pursue the painful subject, but the youngster felt an intense relief when he shut behind him the barber's door.

STRIPED STOCKINGS.—Says the *Pioche Record*:

The young Mormon ladies of Panaca have sent to Pioche 150 stuffed stockings, of no mean dimensions, with the request that the boys receive the Lincoln county Legislative Delegation in an appropriate manner, and in a way which they merit, upon their return from Carson. It has always been a mystery to us why such a large number of the Gentile bucks married Mormon girls, but these stuffed stockings explains everything. Whoop! who cares for the decision of the U. S. Supreme Court. Bring on your Mormon girls, and we'll marry 'em all ourself.

BORN.

On Saturday, February 22, to the wife of the late Daniel Jordan (who was killed on the railroad in July last), a daughter.

NEW ADVERTISEMENTS.

SERVANT WANTED.

A COMPETENT SERVANT (FEMALE) can obtain a desirable position as cook and woman of all work by applying at the *APPEAL* office. feb27

N. THORSON,

AGENT FOR HENRY STEEL OF SAN FRANCISCO.

Is stopping at the Ormsby House, Room 4.

Where he has a choice selection of the FINEST WOOL-ENS, of foreign importation, for the ensuing season. Those who appreciate Fine Goods and good style will do well to call on Mr. Thorson. This House is well and favorably known all over the coast.

Mr. Thorson also measures and receives orders for

Howard Black, the Shirt Manufacturer.

February 21, 1878.

FURNISHED ROOM TO LET.

A NICE, WELL FURNISHED ROOM in a desirable part of town, can be rented on reasonable terms by a permanent lodger. Apply at this office. February 18, 1878

C. BILLINGS,

DENTIST,

Rinckel's Block, Carson, Nev.

Twenty five years honorable practice in California and Carson City. feb14

STONE MARKET.

NEW ARRANGEMENT.—THE UNDER-

signed, now the sole proprietors of the

STONE MARKET

NORTH CARSON STREET, Next to Gillson & Barber's Grocery Store.

Are prepared to furnish their old customers and the public with the

Choiceest Roasts, Steaks and Cutlets

—OF—

BEEF, MUTTON, Veal.

—ALSO—

Pork, Lamb, CORNED BEEF, SAUSAGE, HEAD CHEESE AND BOLOGNAS.

—PRICES TO SUIT THE TIMES. Give us a call.

Carson, February 26th, 1878. NETH & NETH.

FRENCH RESTAURANT,

Opposite the Passenger Depot.

THIS IS THE ONLY PLACE IN THE City where no Chinamen are employed.

DINNERS AND SUPPERS

Gotten up in the Finest Style for Entertainments of all kinds.

The Proprietor does his own cooking, and having had many years experience in that department, feels certain he can at all times give satisfaction.

FRESH GAME —AND— FISH.

Of every description always on hand.

Private Rooms for those desiring the same. feb

Meals at all hours and all prices.

February 25th, 1878. E. ESCALET, Proprietor.

FOR THE LADIES!

LADIES' & CHILDREN'S UNDERWEAR,

—AND—

INFANTS' CLOTHING OF ALL KINDS.

—ALSO—

The Celebrated Under Flannels,

—AND—

Dress Reform Corset Waist,

A Full Line of Ladies' Furnishing Goods direct from New York.

Circulars sent on application, and orders by mail attended to promptly by

MRS. S. A. TEMPLE, Agent, Virginia street, Reno, Nevada.

Oct 7th, 1878.

J. IVANCOVICH.

DEALER IN

Groceries, Eggs, Oranges, Lemons, Fresh and Dried Fruit.

Pineapples, Bananas, Grapes, Confectionery, Nuts, Fresh Fish, etc.

Also, Fresh Ranch Butter, Tobacco, Cigars, etc.

PLACE OF BUSINESS: No. 3, South Carson street, opposite the Capitol, Carson City, Nev.

mvft J. IVANCOVICH

SAVE YOUR MONEY

—AND—

BUY YOUR GOODS

—AT—

OLCOVICH BROS.

—THEY KEEP THE—

BEST GOODS!

—THE—

Latest Styles!

—AND—

HAVE THE GREATEST SELECTION

—OF—

Dry Goods & Clothing,

BOOTS AND SHOES,

IN THE WHOLE STATE.

IT IS YOUR INTEREST TO TRADE WITH

OLCOVICH BROS. Carson, October 24 1878.

SPECIAL NOTICE.

Great Reduction in Prices, owing to the decline in the Eastern

Market.

E. B. RAIL,

OPPOSITE CAPITOL BUILDING, CARSON.

IMPORTER AND WHOLESALE AND Retail Dealer in

HARDWARE,

Iron, Steel, Coal, Rope, Powder, Shot, Fuse, Wedges, Axes, Saws, Caps, Sledges, Anvils, Vices, Bellows, Lace Leather

GLASS AND CROCKERY WARE,

Bar Fixtures, China Sets, Lamps, Chandeliers, Mirrors, Lanterns, Etc. Etc. Etc.

Agricultural Implements,

Plows, Harrows, Gang Plows, Reapers, Mowers, Wheat Rakes, Cultivators, Etc., Etc.,

Paints, Oils & Brushes,

Coal Oil, Paint Oil, Turpentine, Varnish, White Lead, Rubber Paint, Chemical Paint, Lard Oil, Machine, Castor, Neats Foot Oil, Alcohol, Etc., Etc.,

STOVES, RANGES, TINWARE,

Modillion and Laurel Ranges, Buck's and other Brands of Stove

Pumps, Hose and Pipe, Doors, Windows, Blinds and Glass, Wood and Willow Ware, Bird Cages, Pistols, Guns, Cartridges, Water, Gas and Lead Pipe.

House Furnishing Goods.

Brass and Steam Goods.

Practical Plumbers and Tinsmen to do roofing and man

ufacturing of all kinds Tin and Iron Ware

Call and Get Prices—Cheap for Cash.

an2m E. B. RAIL.

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks. feb

San Francisco Correspondent.....Latham & King

Carson September 1, 1877.

CARSON CITY BREWERY,

King street, Carson City,

JACOB KLEIN

PROPRIETOR.

THE VERY BEST QUALITY OF

LACER BEER

Made on the Pacific Coast or anywhere. Orders promptly

attended to.

The saloon is constantly supplied with the finest brands of

WINE, LIQUORS AND CIGARS.

GIVE ME A CALL. JACOB KLEIN

NOTICE TO LIENHOLDERS.

IN THE DISTRICT COURT OF THE

Second Judicial District of the State of Nevada, in and for the County of Ormsby.

Oliver Lomkey and E. R. Smith, copartners, trading as the Verdi Planing Mill Company, plaintiffs, vs. Frank Cook and J. H. Miller, copartners, trading as Cook & Miller, and Carson Opera House Association, a corporation, defendants.

Notice is hereby given that the above-named plaintiffs have commenced an action in said Court against the defendants above-named to foreclose a mechanic's lien held and owned by plaintiffs against defendants and the following described property, situate in Carson City, Ormsby County, State of Nevada, to wit: Commencing at the southeast corner of Spear and Carson streets, running thence south, with the east line of said Carson street, forty-nine (49) feet; thence westerly, at right angles, one hundred and twenty (120) feet; thence, at right angles, northerly forty-nine (49) feet, to the south line of Spear street; thence, at right angles, westerly with Spear street, one hundred and twenty (120) feet to the place of beginning; being in Block Forty-two (42) of Messer's subdivision of Carson City. Said lien is held and claimed under and by virtue of the provisions of an Act of the Legislature of the State of Nevada, approved March 2, 1875, entitled, "An Act to secure liens to mechanics and others, and to repeal all other Acts in relation thereto." All persons claiming liens on said premises under said Act are hereby notified to be and appear before said District Court, at the Court-room thereof in said Carson City, on SATURDAY, THE 8th DAY OF MARCH, A. D. 1878, at 10 o'clock A. M., to show cause, if any they can, why the prayer of said complaint should not be granted, and an assignment of said lien should not be made, and he be discharged from his debts and liabilities, in pursuance of the statute in such case made and provided, and in the meantime all proceedings against said insolvent be stayed.

Witness my hand and the Seal of said Court this 11th day of February, A. D. 1878.

LEWIS & DEAL, Attorneys for Plaintiffs

February 14th, 1878. Sw2aw

IN THE SECOND JUDICIAL DISTRICT

of the State of Nevada, in and for the County of Ormsby.—G. W. Mathews vs. His Creditors: Notice to creditors of Insolvent.—Pursuant to an order of the Hon. Samuel D. King, Judge of the said District Court, notice is hereby given to all the creditors of the said insolvent, G. W. Mathews, to be and appear before the said Judge, at Chambers, on the 15th day of March, 1878, at 10 o'clock A. M., to show cause, if any they can, why the prayer of said insolvent should not be granted, and an assignment of his estate be made, and he be discharged from his debts and liabilities, in pursuance of the statute in such case made and provided, and in the meantime all proceedings against said insolvent be stayed.

Witness my hand and the Seal of said Court this 11th day of February, A. D. 1878.

J. H. MARSHALL, Clerk.

Feb12nd